18th August 1956]

Houses to Harijans in rural areas

* 139-H *Q*.—

MR. SPEAKER : The hon. Member Sri A. Ratnam is not in his seat. The question and answer will be printed in the proceedings.

SRI A. RATNAM : Will the Hon. the Minister for Religious Endowments and Transport be pleased to state—

(*a*) the amount provided in the First Five-Year Plan for providing houses to Harijans in rural areas ; and

(*b*) the amount spent for the above purpose?

THE HON. SRI B. PARAMESWARAN : (*a*) No amount was provided.

(*b*) Does not arise.

New bus permits

* 139-I *Q*.—SRI M. KALYANASUNDARAM : Will the Hon. the Minister for Religious Endowments and Transport be pleased to state—

(*a*) whether any Government Order laying down the principles for the grant of new bus permits by the Regional Transport Authorities was issued recently ; and

(*b*) if so, whether the Government will be pleased to place a copy of it on the table of the House?

THE HON. SRI B. PARAMESWARAN : (*a*) Yes.

(*b*) An extract [a] from G.O. No. 1298, Home, dated 28th April 1956, containing directions regarding the principles to be observed by all Transport Authorities in regard to the grant of State carriage permits is placed on the table of the House.

SRI M. KALYANASUNDARAM : The decision of the Government to fix viable units of five buses for each operator is no doubt a welcome one. But, I am afraid whether this object will be achieved at all by the method by which this is sought to be achieved because there is no prohibition to issue any bus permits to fleet owners who own already more than five buses. The other reason is the single bus operator is not going to be benefited immediately than the four bus owners who will get the fifth bus and this arrangement will place them at a very disadvantageous position. So, will the Government reconsider their decision and change the order of preference for the issue of new permits to small operators by beginning to issue permits to single bus operators immediately? We cannot prohibit any fleet owner from getting a permit. But the chances of the fleet owner getting permits are easier and unless we give some kind of preference to the man who owns one or two buses it will not be possible for the Government to achieve their object.

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[a] Printed as Appendix II on pages 844–847 infra.